

The Abbeville Press and Banner.

BY HUGH WILSON.

ABBEVILLE, S. C., WEDNESDAY, SEPTEMBER 15, 1886.

VOLUME XXXI. NO. 11.

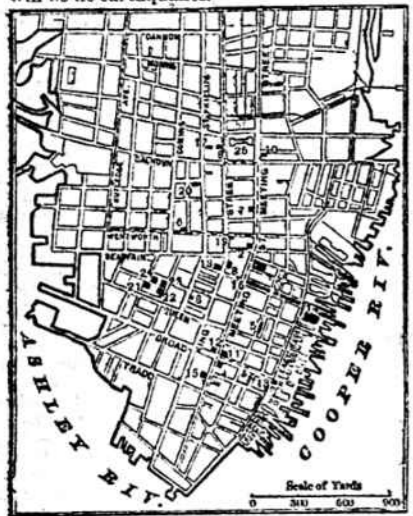
THE EARTHQUAKE.

WHERE ARE SAN FRANCISCO'S LITTLE SIDE SHAKES NOW?

Earth's Crust Rising and Falling in Billowy Waves Over a Third of Her Circumference—Heart-rending Scenes in Hapless Charleston.

Of the remarkable series of great events that have been happening the world over from 1881 to the present, earthquakes form a leading feature. And of these the one to be long remembered in North America, will be that which laid Charleston, S. C., in ruins. It makes one feel somehow, as if there were safety nowhere. If any place, next to the great western plains, was to be considered safe from earthquakes, it was just that part of the country which has been shaken up. If the theory of the cause of these ground disturbances is correct they ought to be manifest mostly along mountain ranges, as indeed they are.

Scientific authority declares they are caused by the cooling and settling of the earth's mass. It was a gigantic, red hot ball to begin. It commenced to cool upon the outside. At length a thin crust was formed as it cooled, naturally it shrank. That made the crust crack open and settle, in order to readjust itself to fit the molten kernel within. The process still goes on, and will till the earth is cooled through. Hence earthquakes. Mountain ranges are where the great cracks have broken the surface and thrown the edges of the split up and sideways. When the earth is cooled through it will be dead, and there will be no earthquakes.



1. Charleston hotel. 2. Postoffice. 3. Custom house. 4. St. Michael's church. 5. St. Philip's church. 6. St. John's church. 7. Central Presbyterian church. 8. Unitarian church. 9. Episcopal church. 10. Baptist church. 11. City hall. 12. Court house. 13. Police station. 14. Custom house. 15. Hibernian hall and hall. 16. Market hall. 17. Orphan house. 18. Academy of Music. 19. Masonic Temple. 20. Charleston college. 21. St. George's church. 22. Roper hospital. 23. City hospital. 24. St. Paul's church. 25. Citadel.

To get the situation properly it will be well to consider a moment the location of Charleston. It is in the angle formed by the junction of the Cooper and Ashley rivers. They unite here and flow to the ocean seven miles distant. Sea water and fresh water mingle all in one, and this estuary forms the noble Charleston harbor, landlocked on three sides. The earthquake came from the sea on the southeast and thrashed across the beautiful, hapless city toward the northwest. What made the visitation still more distressing was the fact that only six days before it a terrible cyclone had swept over Charleston doing vast damage. When the dull, awful roar of the earth tremor was heard on that last night of August many thought that it was another cyclone.

Mr. Dawson, editor of The News and Courier, was in his office at the time. How a man feels in an earthquake is thrillingly told by him. He wrote:

"From the first to the last it was a continuous jar, only adding force at every moment, and as it approached and reached the climax of its manifestation it seemed for a few terrible seconds that no work of human hands could possibly survive the shock. The floors were heaving under foot, the surrounding walls and partitions visibly swayed to and fro, the crash of falling masses of stone and brick and mortar was heard overhead, and without the terrible roar filled the ears, and seemed to fill the mind and heart, dazing perception, bewildering thought, and, for a few breathing breaths, or while you held your breath in dreadful anticipation of immediate and cruel death, you felt that life was already past, and waited for the end as the victim in his head on the block awaits the fall of the uplifted ax."

Not a man in the office expected to escape alive. The shocks began at 9:53 P. M. The clocks that were stopped by the awful shocks made the record.



THE SEA SERPENT.

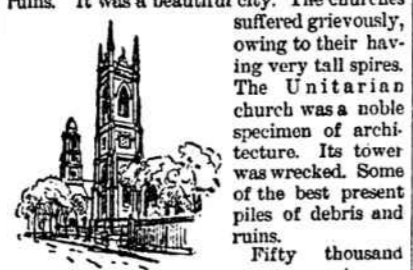
Portrait of the Monster from Descriptions by Capt. Robert Brush. From a careful description of Capt. Robert Brush, of the schooner Mary Ann, we are enabled to present our readers with an accurate engraving of the sea serpent seen in the Hudson river by the captain, and by many others on several occasions since.

There seems to be no longer any doubt of the existence of this marine monster. For a century or more similar serpents have been seen and described, but the stories have been discredited until this summer, when, through the persistence of the monster in exhibiting itself, it can no longer be considered a myth. In the last century a missionary to Greenland describes such a monster. This was on July 6, 1794. Soon after this the bishop of Bergen, a member of the Copenhagen Academy of Sciences, published a "Natural History of Norway," in which he collects a considerable evidence to prove the existence of this serpent. In 1817 the sea serpent was first seen opposite Gloucester, Mass., and the Linnaean society of New England, after carefully investigating the alleged apparition, reported that it considered the testimony obtained "sufficient to place the existence of the animal beyond doubt." On Aug. 6, 1848, Capt. McQuibben, in command of the Despatch of the British navy, encountered a sea serpent. This year the monster has been seen several times, notably off Gloucester on the Massachusetts coast and in the Hudson river and by highly credible witnesses. If the animal is not eventually captured, it is to be hoped at least a photograph of him may be obtained when the accuracy of our picture of him will be established.

PRESIDENT'S VACATION.

JEFFERSON OUTDONE IN DEMOCRATIC SIMPLICITY.

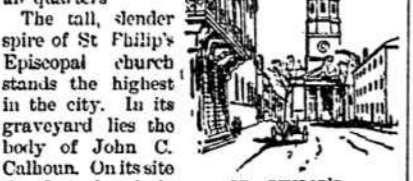
President and Mrs. Cleveland Exchange the Luxury of the Million Dollar Mansion in Washington for the Quiet of a Log Cabin in the Adirondacks.



THE PRESIDENTIAL LUNCH.

The tourist traveling through the Adirondack mountains and in the vicinity of Upper Saranac lake, N. Y., might come across a party of four, with a guide and servant, lunching at the bank of a quiet stream. But if the tourist was unaware that President Cleveland was spending a month in that neighborhood, he would never suspect that in the group before him the stout gentleman with the great broad back, covered by a checked flannel shirt, and whose head is partly hid under the gray slouch hat, was the ruler of the greatest nation the world ever beheld. Neither could he detect that there was any more defense paid to him than to any other gentleman who might be rustling in those woods. And yet to this man is intrusted the execution of the principal laws governing 50,000,000 of people. He cannot truly be termed their ruler, for no ruler in the world could trust himself among his people without police or military protection, as the president of the United States does.

The broad-backed man is President Cleveland, and the handsome, athletic-looking lady in the plain, gray woolen dress and broad-brimmed straw hat is his wife. The other lady is her mother, and the jolly looking fourth person, the most richly attired member of the party, in the bottle green suit, Dr. Ward, of Albany. The spot that the president has chosen for his vacation is the most secluded portion of the Adirondacks, wilderness, twenty-four miles away from the nearest railroad station. The log cottage which the president occupies is one that was constructed by the guides thereabout in the winter season. On the ground floor are a sitting room and bedroom, and above the whole is a large attic room occupied by Mrs. Folsom. Here is a picture of democratic simplicity for you. The bench outside the back door with the water pail and tin basin for ablution is missing, but wooden buttons are on the doors instead of knobs, the bedsteads are made of pine and bark, the quaint furniture, the strips of rag carpet on the floor all remind the president that he is many miles from the White House and its anxieties. The whole cabin and its contents, which the president and party occupies, look as if it could be duplicated for \$300. Quite a contrast this with the palatial mansion which the president occupies in Washington with its expenses of over \$100,000 a year.



THE PRESIDENT FISHING.

The president is an enthusiastic fisherman. It is said that President Arthur once allowed himself to be thrown, which may all be, but President Cleveland will always be known as the better all-around fisherman. He goes at it in his usual thorough way. He requires none nor asks any advice from guides. He listens, of course, attentively to any information offered, but in the interchange of points in the piscatorial art he is more likely to give instruction than receive it.

One of the guides who accompanied the president on a fishing trip last year encoined on Davy Crockett with the following: He said that when the president first threw his line in Lake Saranac there was quite a commotion among the fish. A great trout started his head out of the water with a frightened look on his wet face, and asked, "Is that you, President Cleveland?" "Yes, my name is Cleveland." "All right, Mr. Cleveland, I am at your service." The fish leaped out of the water to the president's feet as dead as a canned mackerel.

This story, our guides claim, is a fabrication. They hold that the tremendous catches the president secures is not due to any partiality on the part of the trout, but to the skill and attention which Mr. Cleveland brings to bear on his rod. Mrs. Cleveland seems also to be fascinated with the sport, and, under her husband's tutelage, she is likely to become as celebrated as he in these parts. In a report of one day's catch of trout the president's figure is put at 115, while his wife is credited with 11, while his wife is credited with 11, while his wife is credited with 11.

Near the president's cabin is the Saranac inn, which will accommodate about seventy guests. It is owned by a company of the president's friends, who run it not to make money, but as a sort of private club house. The telegraph connects the place with civilization.

The president left the White House on Aug. 15, and it is his intention to be back at his desk on Sept. 17. Then will the president's wooden shoes be put away where the notes cannot reach them. And the trout without fear may rest for another season.

W. D. Howells writes all his novels with a type-writer.

TWO FAMOUS BRIDGES.

High Bridge, Kentucky, and a New One Across the Hudson.

In one of the most beautiful and picturesque locations in America stands High bridge, Kentucky. It spans the Kentucky river, and is the railway crossing of the Cincinnati Southern road on its track to New Orleans. It is the High Bridge and the fashion in summer in that region for hundreds of miles around.

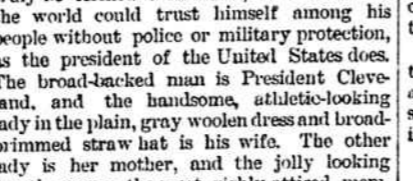
A flight of 600 steps leads the foot passenger down beside the bridge to the water below. Once an unwary traveler fell down the steps and was killed.



HIGH BRIDGE, KENTUCKY.

High bridge is one of the great bridges of the North American continent. Its three spans are 1,125 feet long. It is 276 feet high. The idea of a bridge at this romantic spot is more than a generation old. It was first attempted to be carried out by the Lexington and Danville Railway company. They planned a suspension bridge. The president of the company had such faith in it that at his own expense he constructed the towers that appear in the illustration. Then the organization failed, and the towers stand to this day a monument of blasted hopes.

The Cincinnati Southern company bought the road bed of the former concern and built across the river a bridge of the ordinary construction, in which the towers were not utilized.



THE BRIDGE ACROSS THE HUDSON RIVER.

The bridge across the Hudson river at Peekskill is not built yet, except upon paper. It is not, but it is to be the list of January, 1888, its charter says. The Union Bridge company, of New York City—Gen. W. C. Hurd, president—has the contract for its construction.

It is to be a suspension bridge, patterned after those at Brooklyn and Cincinnati. Peekskill is a picturesque and wealthy town in the left bank of the Hudson. Forty-two miles north of New York city, chiefly noted for being the summer home of Henry Ward Beecher. Close by is Anthony's Nose, a mountain 1,500 feet high. The bridge will cross from the side of this mountain, at a height above the Hudson river of 193 feet. This will leave room below for the passage of ships and steamers.

Washington Irving in his highly romantic history says the mountain got its name from the nasal organ of Anthony Van Corlear. The bridge will cross from Anthony's Nose to old Fort Clinton on the west bank. The height above the water of the towers supporting the cables will be something tremendous, 310 feet.

It is proposed to connect on the west side of the river with the Erie railway, the Lehigh and Hudson, the New York, Susquehanna and Western, the Ontario and Western, the Central Railroad of New Jersey, the Pennsylvania railroad, the Reading, the Baltimore and Ohio, the New Jersey and New York, the Delaware, Lackawanna and Western, the Pennsylvania and Slatington and the West Shore railroads; on the east side of the river with the New York Central and Hudson River railroad and the New York City and Northern railroad—this giving direct communication with the elevated railway system of New York city and the New York and Harlem, the Housatonic, the Naugatuck, the New York, New Haven, Hartford and Springfield, and the New York and New England railroads; a direct all-rail connection between the great western and southwestern states and all New England, and the New York City and Northern railroad.

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UNCLE SAM'S PRINTERS.

THOMAS E. BENEDICT, THE NEW PUBLIC PRINTER, AND HIS WORK.

The Largest Publishing House in the World—A Monument to the Genuineness of Congress, and the Natural Desire to See Their Forensic Efforts in Print.

The office of public printer, that was for so long a time a bone of contention, has at last been handed over to Mr. Thomas E. Benedict, of New York, who was not an applicant for the position, and whose name was not even thought of by wisecracks in connection with the place.



THOMAS E. BENEDICT.

Thomas E. Benedict was born at Warwick, Orange county, N. Y., in 1839. His education was obtained at the common school and at the Warwick institute. He engaged in teaching during his early years, and drifted thence into a railroad office, and finally into bookkeeping. He always had an affinity for printing, and, however, and wherever he lived, was sure to be an industrious correspondent of the local newspaper. He moved to Ulster county in 1863 as a bookkeeper of the Ulster Iron Rolling mill, and in 1870 started The Ellenville Press in partnership with his brother, G. H. Benedict. The paper gained a reputation for its vigorous Democracy, and in 1873 the firm purchased The Bazaar of Liberty, which they conducted as a staunch Democratic weekly, gaining for its circulation that extended to every state and territory of the Union. In 1879 Mr. Benedict was elected to the New York legislature and was re-elected for four successive terms, each year by an increased majority. There he gained the confidence and friendship of Governor Cleveland, Daniel Manning and other leading Democrats, and in 1884 was appointed deputy comptroller, which office he has since filled. He is known especially for his executive ability and unblemished integrity.

Mr. Gilbert H. Benedict, the new chief clerk to the public printer, is a brother of his, and was appointed by Public Printer Rounds before his retirement. Mr. Benedict was born at Warwick, N. Y., in 1841, and was educated at the Warwick academy. At 15 years of age he began work at the printer's trade in the office of The Putnam County Courier, then edited by his brother, Capt. Charles E. Benedict, who afterward died in the service of the Union army. From there he went to Newburgh, where he set type on the old Newburgh Telegraph, and thence gravitated to New York city, where, for nearly ten years, he worked in the largest book and job printing concern in the metropolis. After one or two attempts at country newspaper editing, he formed a partnership with his brother, T. E. Benedict, in conducting The Ellenville Press and Banner of Liberty, of which paper he has been sole proprietor for the past three years. He was a member of Typographical Union No. 6, of New York, during his residence in that city, and is a staunch advocate of labor organizations and the rights of workmen.



GILBERT H. BENEDICT.

The Government Printing Office. The numerous establishments that Mr. Benedict assumes charge of is the largest printing office in the world and located a mile north of the Capitol in what was once called "Swampoodle." It requires an army of 2,500 men and women the year round, with a pay roll of about \$135,000 per month to turn out its productions. Over 3,500 tons of this monster is to be evolved into blanks, pamphlets, maps, elegant bound books, in fact everything possible in the way of printed matter. The capacity of this establishment is practically unlimited and the speed with which it can execute work cannot be excelled anywhere.

As Congress has ordered the printing of every bill when introduced, and reprinted every time an amendment is adopted, and as some of these bills are amended as often as thirty-seven times the numbers of copies of bills printed during a session of Congress amounts to millions upon millions. The copy of a bill or report printed, making fifty or sixty large printed pages, may be received at 10 o'clock in the morning and in two or three hours the printed and stitched or bound copies will be laid on the desks of members. The Congressional Record reports the doings of Congress daily, and contains more matter than two ordinary daily newspapers, and yet let the night session be long or short The Record, containing a verbatim account of the day's doings, will be on each member's desk before the opening of the following day's session. To do this a wagon is kept going day and night collecting copy and returning proofs of speeches to the members for corrections.

The press room contains nearly 100 of the most improved printing presses, from which are delivered each hour about 100,000 sheets of printed matter. Thirty immense ruling machines are in constant use in the bindery, and in the folding room, as elsewhere, the latest and most improved machinery is used to facilitate the work. A brief history of government printing is as follows:

In the first session of the First Congress, 1793, the printing of bills and journals was done under the secretary of the senate and clerk of the house. In 1794 a specific appropriation was made for "presses, stationery and printing work" \$10,000. In 1803 the president's message was the first document printed.

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AN AIR STEAMER.

The Steam Balloon Invented by William Patterson, San Francisco.

Now comes Professor William Patterson, bridge builder, actor, hunter, squatter, trapper, soldier and inventor of San Francisco, and solemnly avers that he has constructed a balloon which will float upon the air like an ordinary balloon on the one hand, and on the other will permit itself to be propelled and steered by steam, like a boat upon the water.

He says that Mr. Patterson's faith will be justified by the results. His balloon may not yet be the particular invention which will solve the problem of air navigation, yet let no one doubt that the problem will be solved. If Professor Patterson does not do it, then somebody else will. This is the age of wonder.

Mr. Patterson has invented a number of articles in his time. One of them is an auger which cuts a square hole. He is a disabled soldier and wears a G. A. R. badge. For twenty years he has been studying about this steam balloon. He thought by day and dreamed by night. At last his mingled dream and thought have taken material form in the machine shown in the picture.

It will be observed that this balloon, like the steamship and sail boat, takes the shape of a bird or fish, those creatures which travel at ease through air and water. This is a point in its favor. The whole machine is 180 feet long. In its widest part it is 43 feet. It has a lifting power of 17,000 pounds. A unique feature is its propelling power. This consists of 3 separate engines of 12 horse-power each, 36 horse altogether. They work either together or separately. A parachute of 11,000 square feet is attached, to save the air travelers in case of accident. It lies folded upon the side of the balloon, but can be unfurled almost instantly, the inventor says. Great arms or ribs are shot out and the covering straightens itself upon them. The parachute is opened and closed by the balloon's steam machinery. The car is 12 feet deep. The balloon part alone is 54 feet high. The car is 12 feet high, bag, car and wheels and wheel shafts is 54 feet. The whole machine weighs 9,500 pounds and cost \$15,000.



PATTERSON'S STEAM BALLOON.

The man who had faced enough of this air travel to advance money to help build it was not one of the California millionaires, as one might expect. It was a person who was himself a practical aeronaut, Professor Carl Meyer, of New York. The fact that he, with his experience, put in his money to construct the thing, scores a large mark in its favor.

The car part consists of hickory or white ash, veneered with birch. It is flat-bottomed. The balloon or inflated part is divided into three compartments by strong, white cotton sheeting. This prevents the rush of gas to one portion of the balloon. The bag is itself made of the strong, white cotton cloth, of triple thickness at the top. The danger of bursting is thereby lessened.

The bag is inclosed in a net of flat woven wire, with a three-inch mesh. The netting is attached to the car by iron hooks, caught into eyelets in leather straps.

Professor Patterson has expected for two years to make the attempt to cross the continent from San Francisco to New York, but circumstances have thus far prevented his making the attempt. There is lack of money sufficient to try the experiment, for one thing. This is how it is at present with the bright idea that struck Billy Patterson. The propelling force of the machine is placed immediately at the intersection of the car and balloon, so that both can be controlled by it. The engine is thus elevated above the bottom of the car. The Horroshoff engine is employed. The wheels that appear below the edge of the car are to catch it when it lands and to roll it upon land. They are attached to bumpers and worked with machinery, so they will not jolt and can be turned about in any direction. The propeller screws that appear beneath the car are made of hollow steel covered with green rawhide. Each screw is operated by one of the engines. No ballast is necessary. The balloon is elevated or depressed by means of the screws beneath. At the stern appears the combined rudder and propeller.

Living accommodations are provided within the car. In the bow of the air boat is seen, in the illustration, the mouth of a pipe. This supplies draft to the furnaces. The fuel employed has little bulk. The whole machine is constructed to afford the greatest strength with the least weight.

"In Trade" for Pastime. Thanks to the introduction of the practice in England, it is getting to be quite fashionable to be "in trade" here. But to be "in trade" and be fashionable, too, you must possess enough money to be independent of trade. That is to say, you may dabble in coins or wine, if you choose, or run a line of hansom, but you must do it for pastime, not because you have to. The moment you prosecute trade as a necessity your caste vanishes and you are no longer "in trade." You cannot afford to be intimate with any price.—Alfred Trumble in New York News.

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